

## THE EVENING STAR.

WASHINGTON.

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THE EVENING STAR has a regular and permanent Family Circulation much more than the combined circulation of the other Washington dailies. As a News and Advertising Medium it has no competitor.

In order to avoid delay, on account of personal absence, letters to THE STAR should be addressed to any individual connected with the office, but simply to THE STAR, or the Editorial or Business Departments, according to tenor or purpose.

A surprising revelation is that which appears in the annual report of Acting General Inspector L. P. Bradshaw, printed in yesterday's Star, who notified the Commissioners that two of the local street railroad companies have failed to comply with the law which provides that cable and electric cars shall be equipped with fenders and wheel-guards. It will be remembered that after repeated efforts to persuade the various companies that fenders were really essential to the public safety and to the proper operation of the various roads, the District Commissioners took the matter into the courts in order that they might there secure a ruling as to what could be regarded as "a reasonable period of time" in which to make the equipment. It was decided that the Commissioners were fully empowered to make the police regulations compelling the use of fenders, but the judges thought the companies should be given more time. The Washington and Georgetown company was then offered six weeks more of grace, while the Columbia Road was granted two months. This was done Thursday, July 13, yet the acting general inspector reports that the Washington and Georgetown company and the Columbia company have failed to comply with the law, although the time granted them in extension has long ago expired. It is surely not necessary to point out the uselessness and the life-saving qualities of fenders, nor ought it to be necessary to prompt public officers to do their duty. A reasonable time has elapsed since the court warned the offending corporations that the law must be obeyed; it is now in order for the prosecuting authorities to direct the court's attention to what may be the willful disobedience of which the two roads named are reported to be guilty.

The progress of a country may be best observed in the improvement of its laws and the amelioration of barbaric statutory bitterness. The advancement of Russia to a higher plane of civilization is indicated therefore in the forthcoming promulgation of a new penal code in place of the criminal and correctional punishment that has been in force since 1845. The commission having the important work in charge made a close study of penal laws of enlightened countries, and had the assistance and advice of many experts in the matter. The commission has already succeeded in suppressing workhouses and houses of seclusion and brought about the abrogation of corporal punishment in the prisons, while laws against usury and the fraudulent acts of public officials have also resulted from its efforts. These signs are hopeful for the future of Russia. Radical socialism and its twin and deadlier brother, nihilism, can only exist and get their fungus growth in the darkness of despotism. The beneficent light irradiating from just and sensible laws is death to them, and Russia will find it out.

The District Commissioners yesterday heard arguments as to the points at which mechanically operated street cars should stop to take on and let off passengers. Remarkably enough, the vocal bulk of the argument was favorable to cars stopping on the far side of street crossings, but the weight of common sense is apparently with those who insist that the cars should stop before crossing the intersecting street. Reasons for stopping on the rear side are plentiful and are set forth in detail in a communication published elsewhere in this issue of The Star. The reason in which the public is most generally interested is the one which makes it very plain that stopping on the rear side is much safer for those who do not happen to be in the cars than the crossing of intersecting streets at full speed and with great momentum. The safety of the public, as well as the convenience and wishes of the railways, are to be considered. The experience of other large cities apparently demonstrates that in the public interest stopping on the rear side is preferable.

It may be all true enough that a British railroad train has been run five hundred and twenty-seven miles in five hundred and twenty minutes, but publication of that fact should not deceive any one into imagining that railroad trains in Great Britain run more rapidly than they do on this side of the Atlantic. Were the railroad conditions in the two countries reversed, the running of a train at the rate of speed referred to would not be cause for comment. Remove the grade-crossings, which in this land are so plentiful, fence in the tracks just as the tracks are fenced in England and strengthen the road-beds, and the bursts of speed that would follow would truly be phenomenal. It is altogether remarkable that the English have not done a great deal of record-breaking with locomotives, for the track conditions are much more favorable than in this country, where neither considerations of public safety nor of rapid transit have sufficed to abolish the grade-crossings.

We may just as well recognize now as at any other time the fact that anything like an international bimetallic agreement with England is impossible. The first lord of the treasury—A. J. Balfour, a bimetalist—has practically so declared. Mr. Balfour's utterances in the House of Commons settle for some time to come a question which has been puzzling a great many Americans during the period of financial disturbance and commercial depression which now seems to be rapidly reaching its end.

Perhaps George Gould will have an opportunity to get even with Zella Nicotius by having her accused of disturbing the peace when she tries to sing on the stage.

There is a harrowing suggestion of the Japanese City track in the manner in which Campbell was shoved in to the Ohio political race.

An expedition against the Twaregs, a Barbary tribe occupying a large area of the mountainous region north of the Sahara desert, is a possibility which is being discussed in Europe. An Arab explorer named Djebart has just returned from a long stay with the Berbers and announces that while he was among the Twaregs he saw three Europeans who have been held in captivity for a long while. One of the three is Miss Tume, a native of Holland, who was thought to have been murdered by a band of Twaregs twenty-six years ago; the other two were members of what was known as the Flatters expedition, which was destroyed by the Twaregs in 1881. Of these two who somehow or other have survived, one was Mr. Roche, the engineer; the other one was not completely identified, but is believed to be either Col. Flatters or Capt. Masson. Despite the great lapse of time the prisoners are still carefully guarded and cannot by any possibility, says Djebart, make their escape.

And the Bull. There is to be no bull fight at the Atlanta fair. This is a fortunate thing for the fair, the city, the United States and the age.

The horror of such an existence may not easily be comprehended by people whose lives have been devoid of conspicuous incidents, but no pen can depict the agonizing experiences of those three highly-refined people who for so many years have been completely separated from their civilized fellows. All Europe will be disgraced if there is not speedy and energetic effort put forth to rescue from slavery the three sufferers. Years of association with the hybrid Arab negroes have doubtless extracted much of the bitterness that must be felt by people accustomed to freedom who are suddenly immured and kept under tyrannical control, but no one can easily imagine that the last spark of hope has fled from the breasts of the unfortunate people; until they die they will always dream of the liberty they never deserved to lose. The Twaregs are numerically powerful and they occupy a country practically impregnable to the assaults of European troops, but whether the efforts be warlike or diplomatic there ought certainly to be an immediate endeavor to bring about the liberation of the unhappy captives.

The opinion seems to be strong among scientists that a vast subterranean lake or sea underlies Nebraska, Kansas and a part of Indian Territory, and many incidents are cited to uphold this belief. The fact that several places in Kansas show where whole sections of land have disappeared, leaving only deep basins to mark their sites, and the tide-wells in several Nebraska counties which roar and ebb and flow with an unseen tide are pointed out as proving the theory. Perhaps, though, the scientists are wrong. Whole sections of Kansas land have disappeared, especially from government maps, many times without leaving a trace, and it would seem easy to determine the cause of those tide-wells. They emit nothing but wind when exhaling and take in nothing but wind when inhaling. Nature, in her prophetic wisdom, evidently provided these peculiar contrivances in anticipation of what was going to occur in that locality. She forewarned the people and their apostles and arranged to regulate the wind supply in accordance with the necessities. No one who accepts this theory needs to be a bit surprised if one of those tide-wells should some day belch forth a big assortment of long chin-whiskers.

The Pennsylvania Road, which the Chicago newspaper refers to as the Hovey case, has done more to abolish grade crossings than any other road in the United States. It has been constantly seeking legislation to enable it to go forward with that good work. In that respect, as compared with its competitors generally, it deserves great credit. The Pennsylvania Road will add to this deserved great credit by seeking legislation from the next Congress which will enable it to go forward with, or rather to enter upon, the good work of abolishing its grade-crossings at the capital of the republic. And also hope that the Baltimore and Ohio road will not permit itself to be outdone in the matter of improving the terminal facilities of Washington's steam railroads. Both roads are pledged to act; and promptly upon the convening of the next Congress Washington expects them to act.

One hundred and nine men were employed today on the city post-office building. Three years, six months and five days have gone into history since the building was commenced.

John J. Ingalls is being held up as the only man in the country who is out with a dark lantern and a bloodhound looking for a boom of some kind.

A garbage contractor should not make the mistake of trying to be as haughty and indifferent as an overhead trolley magnate.

Mr. Campbell is now billed for another act in the perpetual candidate performance.

## SHOOTING STARS.

Strictly Business. "What I want," said the political hustler, "is to see your course sustained. I want to see you vindicated at the polls." "All right," replied the eminent statesman. "Take my order for one vindication, c. o. d."

Optimistic. Talk about the price of gas! It'll be afore we're through, less in houses and in streets—And, maybe, less in Congress, too!

"Some girls," said Uncle Eben, "imagine er man is gwine ter make a good husband simply because he's read de same novels dat she has."

Three of a Kind. Three of a kind they are, First in the secret fray, When the chances seem less than par They score in the same old way. Never afraid of the price When there's the deuce to pay, Quay and Gorman and Quay, Brice and Gorman and Quay.

The Man Who Knew How. The man with a wild glitter in his eye and an unquenchable desire to talk to every one he met buttonholed the pedestrian. "I've got another scheme," he said; "better than any of the others." "Why, have you given up furnishing money so cheaply that nobody need be without it?" "Yes; dropped that long ago." "And you don't propose to give us perpetual motion, after all?" "Not for the present."

"What have you on hand now?" "Something that'll ring in the ears of posterity and make my fortune besides. It's a scheme for subdividing property and extending streets so that every real estate owner 'll have a corner lot on the main thoroughfare. You see, by drawing a line this way out the map—"

But at this point the attendant came along and recaptured him.

Summer. When Summer was but gentle June— Ah, me, how we admired her! How poets put their lyres in tune. To say that must have tined her. For she was winsome then and coy, Albeit proud and stately. Without the tempests that annoy, Which she's developed lately.

Alas, how oft a change of name Will change a disposition— With human nature 'tis the same; We own it in contradiction— And Summer's mood, which did afford Such bliss, are fiercely torrid. As June she was to be adored, As August, she is horrid.

Has Only Advertising to Sell.

From Printers' Ink. The Evening Star, of Washington, D. C., is taken in at 90 per cent of all the buildings in Washington occupied by white people. No other daily in America can truthfully make a statement that will compare with this. How low to bring back their freshness—make them "new" again. Trust us with yours.

From the Evening World. There is to be no bull fight at the Atlanta fair. This is a fortunate thing for the fair, the city, the United States and the age.

Carhart & Leidy,  
928 Seventh St.

## Matting department to go

This house has always been strong on Matting values. We have been often told that we sold Mattings more than the furniture houses. But Mattings are very unsatisfactory goods to handle. So we've concluded to close out this department and give the room that they occupy to something else. All we want is cost, and in many instances we have put prices that are much below what we paid for them at wholesale. You need Matting now—and this is your chance. Take it.

15 pieces China Matting.  
WAS 124c. NOW 8c. YARD.

10 pieces Fancy China Matting.  
WAS 15c. NOW 10c. YARD.

10 pieces Fancy China Matting.  
WAS 25c. NOW 16c. YARD.

6 pieces Fancy Wood-effect Cotton Warp Matting.  
WAS 30c. NOW 19c. YARD.

15 pieces Fancy China Matting.  
WAS 30c. NOW 19c. YARD.

5 pieces White China Matting.  
WAS 35c. NOW 25c. YARD.

10 pieces White China Matting.  
WAS 35c. NOW 20c. YARD.

Take a yard or a roll as much as you please—the price per yard is the same.

Carhart & Leidy,  
928 7th St., 706 K St.

Great Sale

## Of Rogers' Plated Ware.

Tea Spoons, set of six, \$1.13  
Dessert Spoons, set of six, \$1.88  
Table Spoons, set of six, \$2.25  
Forks, set of six, \$1.88

Regulation Galvanized GARBAGE CANS, \$1.00

M. W. Beveridge,  
1215 F St. and 1214 G St.

4th Month.

## For Women Only.

## Fall Styles.

\$3 Foot Forms—Langlois.

Our large F st. window shows the correct styles for fall.

You might just as well have the new styles if you contemplate buying tomorrow.

We have them. Tell you all about them later.

## Langlois,

Shoes for Women and

Children Only,

F St. & 13th.

There's No Reason

Why you shouldn't buy the REVERSIBLE MATTRESS in preference to all others. It's made of softer, more durable material—gives much more comfortable—gives more service—yet costs no more.

## The Reversible Mattress

Is made of RATTAN FIBER—instead of the usual hard, knobby "springs." Has COTTON FILLING ON BOTH SIDES. Better in every way than any other mattress that's made—yet COSTS NO MORE.

Extra first-class dealers sell it.

Our Prices On Children's Shoes

Confirm our statements that we name the LOWEST PRICES in the city. We have some unusually tempting bargains in CHILDREN'S SHOES—unusually, because quality and style are combined with lowness of price, in a way that the up-town stores fail to approach.

Robert Cohen & Son, 630 Pa. ave., DOWNTOWN AMERICAN SHOE MEN.

## Gowns Look Just Right

"hang" just right—after we've cleaned them. We're accustomed to "doing up" Daintiest Gowns of all kinds. How low to bring back their freshness—make them "new" again. Trust us with yours.

Anton Fischer, 906 G St.

NEIGHBORHOOD DYEING AND CLEANING.

That Bag!

That trunk!

—any of those traveling things. You can buy them until the first of September at

10 per cent off.

Knessi, 425 7th St.

Carhart & Leidy,  
928 Seventh St.

Great Sale

Of Rogers' Plated Ware.

Tea Spoons, set of six, \$1.13

## S. Kann, Sons &amp; Co., 8TH &amp; MARKET SPACE

## Open

Tomorrow Night until 9 o'clock.

That which happens once a week, and to that end we always try to make these few extra hours of special interest to our customers.

MEN'S EXTRA QUALITY BLEACHED JEAN DRESSERS, BUT ONLY TWO SIZES, 36 AND 40. IF YOUR SIZE IS THERE YOU GET 25c. QUALITY FOR

19c.

MEN'S FINE FANCY LAUNDERED NEGLECTE SHIRTS, NONE SMALLER THAN 16 AND NOT OVER 17. THEY ARE MADE IN ALABAMA WHEN WE SOLD THEM AT 75c. AND \$1.00, BUT NOW THEY ARE SOILED AND CRUSHED AND THEY GO TOMORROW AT

29c.

FANCY SEA GRASS BOWLS, NOT MANY—PERHAPS SEVEN DOZEN ALIKE TOLD. CLEAN AND FRESH AND PRETTY HIGHT STYLES. THEY WERE 10c. TOMORROW,

2 FOR 5c.

BOYS' SEA AND PEARL SHIRT WAISTS, EMBROIDERED BACK AND FRONT, WITH PEARL TRIMMING, CUT AND WELL MADE. ALL-THEIR GO AT

25c.

LADIES' GENUINE LEATH GLOVES IN TANS AND BROWNS, A SMALL LOT WE WISH TO CLOSE OUT. WE SOLD SUFFICIENT QUANTITY AT 50c. A PAIR CAN AFFORD A LITTLE LOSS, AND MAKE THE PRICE TOMORROW

9c.

NATURAL CHAMOIS GLOVES AT AN UNUSUAL PRICE, ONLY 3 SIZES—5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991,